

The Council is scheduled to take action on the White Flint Sector Plan on March 23. A DRAFT of the resolution is available for interested parties to review. Council staff will accept comments on the draft resolution until close of business on Monday March 15. The only changes that will be made are those that are consistent with Council decisions on the Sector Plan. Comments should be sent to [Marlene.Michaelson@montgomerycountymd.gov](mailto:Marlene.Michaelson@montgomerycountymd.gov).

Resolution No.: \_\_\_\_\_  
Introduced: \_\_\_\_\_  
Adopted: \_\_\_\_\_

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND

By: District Council

Subject: Approval of Planning Board Draft White Flint Sector Plan

1. On August 6, 2009 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft White Flint Sector Plan.
2. The Planning Board Draft White Flint Sector Plan amends the approved and adopted 1992 North Bethesda/ Garrett Park Master Plan; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; the Master Plan of Highways within Montgomery County; and the Countywide Bikeways Functional Master Plan.
3. On October 6, 2009 the County Executive transmitted to the County Council his fiscal analysis of the White Flint Sector Plan.
4. On October 20 and October 22, 2009 the County Council held a public hearing regarding the Planning Board Draft White Flint Sector Plan. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On November 16, November 30, December 7, and December 10, 2009 and January 19, February 1, and February 8, 2010 the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft White Flint Sector Plan.
6. On February 23, 2010 and March 2, 2010 the County Council reviewed the Planning Board Draft White Flint Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft White Flint Sector Plan, dated July 2009, is approved with revisions. County Council revisions to the Planning Board Draft White Flint Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

General: All page references are to the July 2009 Planning Board Draft Plan.

Page 9: Revise Table 1 to reflect Council changes to the Sector Plan.

Page 14: Modify the first sentence as follows:

There are more than 150 properties in the Plan area, ranging in size from 3,000 square feet to 40 acres.

Page 19: Revise the last paragraph as follows:

This Plan recommends reconstructing the “Pike” as an urban boulevard, placing utilities underground, and adding a median wide enough to accommodate turn lanes[,] and street trees [, and possibly buses or light rail]. Street tree panels and wider sidewalks will promote walking. Bus priority lanes will be provided, located either in the median or along the curb (Figure 8).”

Page 19: Revise Figure 8 to include two alternatives: one with a center median busway and one with a curbside busway.

Page 21: Revise Figure 11 to illustrate heights supported by the Council.

Page 22: Revise Figure 12 to show all public use spaces indicated in text or diagrams, including a public use space on the Luttrell Property, Halloday Property, Montouri Property and at the metro station entrance in Metro West District.

Page 23: Modify the paragraphs at the top of the page as follows:

#### *Wall Park*

Wall Park will function both as a regional destination (the Aquatic Center) and as a local park. It is also an appropriate location for a new community recreation center. When the surface parking is relocated, there will be space for outdoor recreational facilities.

#### *The Central Civic Green*

This centrally located 1 to 2 acre public park is to be located along Market Street in the core of White Flint. The civic green is intended to function as the major outdoor civic space for public activities, ceremonies, and gatherings.

Page 24: Revise Figure 13 to illustrate heights and floor area ratios supported by the Council.

Page 28: Modify the last sentence of the second paragraph, delete and replace the third paragraph, and add a fourth and fifth paragraph as follows:

The promenades that run through the core and along Rockville Pike, coupled with the public use spaces, will draw the neighborhoods together and create a sector-wide character.

[Three maps accompany each district. The location maps identify blocks, properties, and special features. The height and density maps indicate how density should be dispersed through the recommended street grid and the location of public use spaces to create an interconnected public open space network. It also indicates where heights should be limited to ensure compatibility with surrounding neighborhoods and where transitions in both density and height within a district are important to achieve both the Plan's vision and compatibility with surrounding development. A set of urban design guidelines, a separate document, will describe in greater detail the form that new development should take to create a distinctive character for each district. The zoning maps identify recommended zoning changes.]

Three maps accompany each district. The location maps identify blocks, properties, and special features and proposed road alignments. The road alignments and sizes of blocks as depicted are not intended to represent specific or final locations and could shift. The height and density maps indicate how density should be dispersed through the recommended street grid and the location of public use spaces to create an interconnected public open space network. These maps indicate where heights should be lower than the maximum permitted in the zone to ensure compatibility with surrounding neighborhoods, and where transitions in both density and height within a district are important to achieve both the Plan's vision and compatibility with surrounding development. A set of urban design guidelines (a separate document) will describe in greater detail the form that new development should take to create a distinctive character for each district.

The zoning maps identify recommended zoning changes. Each CR zone indicates the maximum FAR densities for overall development, the proportion of residential and non-residential uses, and height. In order to create a distinctive urban fabric, proposed designs should provide variation and transition within each CR zone. The height and density maps suggest where variation and transitions should occur given existing conditions, compatibility, and the goals of the sector plan to create great places.

The Metro West District is envisioned as functioning as the main civic core for the Sector Plan and contains publicly owned properties and is, therefore, the preferred location for co-locating recommended public facilities with existing ones. Wall Park is recommended for the co-location of a recreation center in conjunction with the expanded Aquatic Center. The proposed Civic Green is to be located within the Conference Center Block and it may be appropriate to co-locate the recommended library and regional services center within the same block.

Page 30: Under the heading **Block 1: Conference Center**, amend the first paragraph and both bullets as follows:

The Bethesda North Conference Center and Hotel [(TS-R Zone), surrounded by automobile sales and other commercial uses, is the main feature in this block. These properties are in the C-2 and TS-R Zones. The new civic green, public use spaces, and Market Street will create the backdrop for future private redevelopment. The road alignments and location of public facilities indicated in Figure 18 are not meant to represent specific or final locations and could shift. Development at the intersection of Rockville Pike and Marinelli Road at the Metro station entrance should have a significant public use space.

- Properties zoned C-2 and TS-R fronting Rockville Pike should be rezoned to CR 4: C 3.5, R 3.5, and H 300 with the remainder of the block CR 4: C 2.0, R 3.5, and H 250. The lower height in the block's interior will be consistent with residential development across Marinelli Road, which is 200 feet or greater. [The proposed zoning lines follow property lines.] The Conference Center property is split zoned to accommodate taller buildings along Rockville Pike and lower buildings on the west.
- The Conference Center Block contains 11 different properties. The proposed street alignment will create smaller blocks. The [one-acre civic] green is to be located on the north side of Market Street. Redevelopment in this block will require careful coordination between property owners and the public sector to align, dedicate, acquire and build the public roads so that the new blocks formed by the new street network are of a size and configuration that is suitable for redevelopment and can accommodate the 1 - 2 acre civic green. When the Conference Center site redevelops, there should be a complementary public use space on the south side of Market Street to anchor the civic green.

Pages 30-31: Revise Figure 17 to label the ownership of additional properties. Revise Figures 16 and 17 to adjust zoning lines and heights to reflect the Council's decisions. Correct Figures to show the correct location of the PD-9 zoning boundary. Re-label Figure 16 as Figure 19.

Page 31: Adjust the zoning line on the Conference Center property on currently labeled Figure 16 to reflect the higher building heights along Rockville Pike. The property will be split zoned to accomplish this.

Page 31: Insert the following sentence between the last two sentences in the first paragraph:

Wall Local Park should be redesigned with more active outdoor facilities through developer contributions. It may also be an appropriate location for a new community recreation center. This area should be primarily residential in character and use.

Page 32: Insert the following at the end of the first paragraph:

The Metro East District, because of its proximity to transit in the center of the Sector Plan area, is a suitable alternate location for the co-location of the recommended library and regional services center.

Page 33: Amend the first bullet as follows:

- Rezone the remaining TS-M zoned area and the I-1 parcel east of Wentworth Place (once used for stormwater management) in the North Bethesda Center project to CR 3: C 1.5, R 2.5, and H [200] 250 to correspond to heights in approved development. Rezone the 0.17-acre, R-90 zoned Montouri property to CR 3: C 1.5, R 2.5, and H 200.

Page 33: Under the heading **Block 2: Sterling**, delete the second bullet and replace with the following:

- [Confirm the O-M Zone on the existing office buildings and the R-H Zone on the Forum property.]

- Rezone the Forum Property to CR 3: C 1.5, R 2.5, and H 200 to allow for future mixed-use redevelopment comparable in density and height to surrounding properties. The existing access may have to be modified in order to accommodate the recommended location of the Fire Station in the Maple Avenue District and is shown as a local street on Figure 43, Existing and Proposed Street Network.

Page 34: Amend the second paragraph as follows:

Redevelopment in the district should retain its regional marketplace function and include residential and civic uses. Building heights of 300 feet should frame the corner of Rockville Pike and Old Georgetown Road. Public use space, such as an urban plaza or neighborhood green[,] or a civic or cultural attraction, [such as a community playhouse or theater,] in conjunction with [an express/electronic] a library, will provide reasons to gather and encourage all day activity.

Page 34: Revise Figure 24 to show a 2.0 FAR on the State Highway Administration (SHA) right-of-way.

Page 35: Revise Figure 25 to show the zoning on SHA property as CR 2: C 1.5, R .75, H 100.

Page 35: Modify bullet 4 as follows:

- [Retain] Rezone the C-2 zoning on the SHA property north of Montrose Parkway to CR 2: C 1.5, R .75, H 100 to allow for mixed uses. Public facilities, such as EMS, fire and rescue, and police services are suitable uses. Surface parking is not an appropriate use at this location, since much of the Plan's emphasis is to reduce the amount of surface parking.

Page 36: On Figure 27 change the height on the northeast corner of Executive Boulevard and Woodglen Drive from 100 feet to 150 feet and indicate a height transition on the Rockwall property with 250 feet along Rockville Pike and 150 feet along Woodglen Avenue. (The Rockwall property will be split zoned.)

Page 37: Under the heading **Block 1: Water Tower**, modify the last bullet as follows:

- Locate a one-half [-] acre neighborhood green on the Luttrell property. The Luttrell property is suitable as an alternative site for an elementary school. When there is an application for development of the Luttrell property, Montgomery County Public Schools must make a realistic assessment of whether an elementary school is needed and whether MCPS and the County have the funds necessary to purchase the property in a timely manner. If the finding cannot be made, development should be permitted to proceed.

Page 38: Under the heading **Block 2: North Bethesda Market**, modify the third bullet and add a fourth bullet as follows:

- Rezone the remainder of the [C-2 and] TS-M zoned properties along Woodglen Drive Extended to CR 3: C 1.5, R 2.5, and H 100 to transition to existing residential development and the proposed rezoning [in Block 1] to the north.

- Rezone the remainder of the C-2 zoned properties along Woodglen Drive Extended and north of the proposed Executive Boulevard (B-7) to CR 3: C 1.5, R 2.5, H 150 to transition to existing residential development and the recommended rezoning in the southern portion of Block 1. Heights may be less than 150 feet to achieve compatibility with the residential development southwest of this block.

Page 38: Under the heading **Block 3: Security Lane**, modify the first bullet as follows:

- [Rezone the C-O Rockwall property on the north side of Security Lane to CR 4: C 3.5, R 3.5, and H 300.] Rezone the C-O zone on the Rockwall property to CR 4: C 3.5, R 3.5, and H 250 on the eastern portion and CR 4: C 3.5, R 3.5, and H 150 on the western portion of the site. This property will be split zoned. This designation will accommodate the existing office buildings, which are already in excess of a 3.0 FAR, and allow for some additional square footage if buildings are converted to mixed uses. Redevelopment on the north side of Security Lane should transition between the 300-foot height in Block 2 and the 150-foot height recommended on the south side of Security Lane.

Page 39: Under the heading **Block 4: Edson Lane**, correct the first bullet and modify the last two bullets as follows:

- Rezone the O-M properties north of Edson Lane to CR 2.5:[,] C [2.9] 2.0, R 1.25, and H 150 to continue the transition established on Block 3.
- Confirm the residential development and religious institution in the R-90/TDR Zone.
- Confirm the C-T Zone south of Edson Lane.
- Rezone the O-M property south of Edson Lane to CR [2.5] 1.25: C [2] 1.0, R [1.25] 0.75, and H [150] 100. The lower density and heights will provide a transition to the C-T Zone and residential uses to the south.
- Rezone the C-2 property to CR [2.5] 1: C [2] 0.75, R [1.25] 0.5, and H [150] 50 to continue the transition to the less dense commercial and residential uses at the southern boundary of the Plan area.

Page 39: Under the heading **Block 5: Hillery Way**, modify the second bullet as follows:

- Rezone the C-2 property at the corner of Rockville Pike to CR [1.5] .5: C [0.75] 0.25, R [1.5] 0.25, and H 50 to complete the density transition to the Plan's southern boundary. [This zone allows for all residential development if desirable.]

Piera – don't we need something on page 40 or 41 about locating the fire and police station here?

Page 40: Revise Figure 30 to indicate that there will be a signature building (at the corner of Randolph Road and Nebel Street) that may be up to 200 feet in height.

Page 41: Revise Figure 31 to reflect the Council's change in zoning on the SHA property.

Page 41: Modify the fourth bullet and add two new bullets at the bottom of the page as follows:

- Rezone the remaining I-4 and C-2 properties (Montrose Shopping Center and the properties on Maple Avenue) to CR 3: C 1.5, R 2.5, and H 200. The density map indicates that lower heights, 150 feet, are generally intended for this area. Building heights should transition down from the core, but it may be desirable to have a taller building of up to 200 feet define the corner of Randolph Road and Nebel Street.
- There should be significant green space at the public use space site on the Montrose Shopping Center property.
- Rezone the SHA property at the intersection of Randolph Road and Rockville Pike from the R-200 and C-2 zones to CR 3: C 2.5, R 1.5, and H 200 to allow for a greater percentage of commercial development at the intersection.

Page 42: Revise Figure 33 to indicate possible locations for signature building sites.

Page 44: Add the following sentence after the second sentence:

The WMATA bus depot provides maintenance service for all WMATA buses serving the County.

Page 46: Amend Figure 39 to show changes in heights so that there is a transition between the taller buildings in the interior and the shorter buildings on the north side of Nebel Street Extended—see text.

Page 48: Amend Figure 40 to change the mix of commercial and residential FAR in the CR zone to reflect more residential uses along the boundary with the adjoining public park and residential community.

Page 48: Edit the paragraph and bullet under **Block 3: Nicholson Court** as follows:

#### Block 3: Nicholson Court

Light industrial and commercial uses, including a Ride On bus parking facility and warehouses, are the primary uses in this block. Redevelopment in this district is likely to take place in the long-term. [This block could redevelop as a residential enclave with local services. The MARC station will be located in this block and there may be some interest in combining Ride On bus storage and MARC parking facilities.] Nicholson Lane, the northern boundary, crosses the CSX tracks and [will provide] provides excellent east-west access [to the MARC station. Any new development must provide transitions in height and density to the adjacent single-family residential community] across the tracks to the adjoining commercial development. For this reason, the zoning and existing uses in this block should be retained and revisited during the development of the White Flint II Sector Plan that will examine the eastern side of the CSX tracks and the potential relocation of the MARC station.

- [Rezone the entire block to CR 2.5: C 1.25, R 2.0, and H 70 for a transit-oriented neighborhood centered on the MARC station. The C 1.25 will accommodate existing commercial FAR on individual properties. A public use space to be provided as shown in Figure 39.]
- Retain the existing I-4 zoning.

Page 49: Add this new paragraph after the second paragraph and before the bullets.



The land use mix on the blocks between Nebel Street Extended and the residential community and neighborhood park should reflect a greater proportion of residential than commercial uses. This will allow for the gradual transition to the more intense residential and commercial uses in the center and northern portion of the property. Building heights should also transition between the south side of Nebel Street Extended, where 50 feet is recommended, to 70 feet along the north and west sides of the street. The elementary school site is recommended for the 4 acre area south of Nebel Street Extended between the adjacent medical office building to the west and the residential community to the east. A school at this location will serve as a community gathering place for families from established and future residential development.. Should the mall site redevelop before MCPS is prepared to build a school, appropriate interim uses should be selected to ensure compatibility with the adjoining residential neighborhood.

Page 49: Amend Bullet 4, first sentence as follows:

- Rezone the existing R-90 and C-T portions to CR 1.5[,]; C [0.75] 0.25, [and] R 1.5, and H 50.

Page 51: Insert a new bullet under second set of bullets, **Recommendations to accomplish this goal include** as follows:

- increase the tree canopy from 10.5 percent to 20 percent through streetscaping and tree plantings in public use space.

Page 52: Revise the second sentence in the first paragraph as follows:

Street enhancements are necessary to fully [use] support transit service.

Page 53: Revise Figure 43 to change certain pink streets to Business Streets and add Access Street (as a pink street) for Fire Station and Forum property.

Page 53: Revise Figure 43 to incorporate the changes described on Pages 56 and 57.

Page 53: Revise the first bullet as follows:

- [Augment] Implement the master planned street network (Figure 43).

Page 53: Add a new section after **Street Network** as follows:

#### Privatization of Traffic-Carrying Streets

Four proposed street segments in the Sector Plan area are classified as master-planned business streets, based on their need to carry traffic as part of the determination of master plan transportation system adequacy:

- Woodglen Drive Extended (B-3) between Marinelli Road and Mid-Pike Spine Street;
- Huff Court Extended (B-4) between Executive Boulevard Extended and Nebel Street Extended;
- New Street (B-18) between Chapman Avenue and Nebel Street; and

- New Street (B-19) between Nicholson Lane and Executive Boulevard Extended.

These four streets may be implemented as private streets subject to the following conditions:

1. Public easements must be granted for the roadway and be reviewed and approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the Department of Transportation (MCDOT) for connectivity and consistency with Figure 43 of the White Flint Sector Plan prior to acceptance of the easement.
2. The design of the road must follow or improve the corresponding Road Code standard for a similar public road, unless approved by MCDOT and M-NCPPC at the subdivision review stage or otherwise specified in the Sector Plan.
3. Installation of any public utilities must be permitted within such easement.
4. The road will not be closed for any reason unless approved by MCDOT.
5. Approval from the Department of Fire and Rescue Services must be obtained for purpose of fire access.
6. The public easement may be volumetric to accommodate uses above or below the designated easement area.
7. The County may require the applicants to install appropriate traffic control devices within the public easement, and the easement must grant the right to the County to construct and install such devices.
8. Maintenance and Liability Agreements will be required for each Easement Area. These agreements must identify the applicants' responsibility to maintain all of the improvements within their Easement Area in good fashion and in accordance with applicable laws and regulations.

Page 54: Revise the first sentence of the second bullet as follows:

Provide bus transit transfer facilities [at] serving the Metro and MARC stations.

Page 54: Revise the second bullet under **Rockville Pike and Promenade** as follows:

- on-road bicyclist accommodation [facilitated by the east-side sidewalk]

Page 55: Add a new sentence at the end of the section **Rockville Pike and Promenade** as follows:

Within six months of the publication of a final report documenting the Countywide Bus Rapid Transit Study, and after holding a public hearing, the County Council may determine whether the busway should be located in the median or along the outside curbs of Rockville Pike. The Council may also reduce the minimum right-of-way width for Rockville Pike from 162' to 150' at that time.

Page 55: Revise the bullet under **Travel Demand Management** as follows:

- Establish a [39] 50 percent non-auto driver mode share goal for employees arriving at work during the morning peak period in the entire Plan area. The current non-auto driver mode share for the Plan area is 26 percent. The Plan goal is aggressive but achievable through the combination of land use (density, diversity, and design) and zoning requirements, transit improvements, supportive travel demand management programs, and staging. Establish a 51% non-auto driver mode share goal for employed residents in the Plan area leaving home during the morning peak period.

Pages 56 and 57: Revise Table 4 to incorporate the following changes:

- Add a column identifying Road Code design standards for each roadway.
- Add the four streets identified in the section on “Privatization of Traffic-Carrying Streets”, with all noted as 2 lane business streets within a 70’ wide right-of-way and a design standard 2005.02 except for the portion of Woodglen Drive (B-3) between Nicholson Lane and Marinelli Road, which should have a 60’ wide right-of-way and a design standard 2005.02 modified.
- Change the number of through travel lanes for Nebel Street and Nebel Street Extended (B-5) from 3 to 2, except for the portion between Randolph Road and the Sector Plan northern boundary.
- Add Randolph Road as an arterial between Montrose Parkway and the Sector Plan eastern boundary.

Page 60: Revise Figure 45 to add a community recreation center to Wall Park and key.

Page 60: Insert the following after the second paragraph:

#### Co-Location of Community Facilities

Community facilities, such as a library, recreation center, and a regional services center can help create an important civic presence and destination in the planning area. The best locations for the library and regional services center are in the two districts closest to Metro: Metro West and Metro East. Primarily private development in Metro East could provide the opportunity for public facilities as part of this development. The Conference Center Block in Metro West is adjacent to the civic green and has the potential to contribute to the creation of a great central place. The county owns the conference center land; it is close to the Metro portal and adjacent to the civic green. If this is the site selected for the co-location of public facilities, a public building of exceptional design should be provided to house the facilities, either as a CIP project or as part of a public-private partnership, and could face on the civic green. The civic building should meet all the standards of the CR zone in which it is located. Wall Park is less central and should not contain the service center or library, but the area's recreational opportunities would be enhanced by co-locating the recreation center with the aquatic center. An alternative would be to locate a separate recreation center nearer Metro as one of the public benefits obtained through the development of a large private tract.

Page 61: Amend the second paragraph as follows:

Whether acquired or dedicated, the civic green must be approximately one [acre] to two acres and designed [to] so that activation of this central public space is ensured and that the surrounding uses contribute and complement the desired functions, so that it can accomplish the following:

Page 61: Revise Figure 46 to be consistent with the revisions to Figure 12 on page 22.

Page 62: At the end of the first paragraph insert the following sentence:

Wall Park is a suitable site for co-location of a recreation center in conjunction with the expansion of the aquatic center.

Page 62: After the last bullet, add a new heading and the following:

467  
468 WSSC Site  
469

470 The 2 acre WSSC site, located in Block 1 of the NoBe District, is in use as part of the community  
471 water delivery system, but is well located for a small public park.

- 472 • The WSSC site is suitable for public parkland, should the facility no longer be needed.

473 Page 64: Under the heading **Public Schools**, delete paragraphs two and three and the bullet, and replace  
474 as follows:  
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476 [There is no site large enough for a typical 10 to 12 acre elementary school within the Plan area. As  
477 a result, the Plan recommends that Montgomery County Public Schools (MCPS) consider utilizing  
478 Rocking Horse Center, a closed elementary school on 18 acres of land approximately one half-mile  
479 from the center of the Plan area and located on Macon Road.

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481 MCPS may consider reopening one of the former elementary schools in the Walter Johnson cluster:  
482 the former Alta Vista, Arylawn, Kensington, and Montrose elementary schools. Alta Vista and  
483 Arylawn are owned by Montgomery County and leased to private schools. Kensington is owned by  
484 the County and leased to the Housing Opportunities Commission (HOC). Montrose Elementary  
485 School is owned by the Board of Education and leased to a private school. MCPS operates the  
486 former Grosvenor Elementary School as a holding school for elementary schools undergoing  
487 modernization and it is not a likely candidate for reopening. Garrett Park Elementary School is slated  
488 for complete modernization to expand the capacity to 640 students from the existing capacity of 450  
489 students by the 2012.

- 490  
491 • Locate an elementary school site on the Rocking Horse Road facility in the Randolph Hills  
492 neighborhood or explore redistricting to accommodate the new students generated by future  
493 development in the Plan area.]

494  
495 There is no site large enough for a typical 10 to 12 acre elementary school site within the Plan area.  
496 MCPS has identified two sites that are suitable for an elementary school. The preferred site is  
497 located on the White Flint Mall Property, along the southern boundary south of the proposed Nebel  
498 Road. The second site is the Luttrell Property, in Block 1 of the NoBe District,

- 499  
500 • Designate an elementary school site in the southern portion of the White Flint Mall Property as  
501 the preferred site.  
502 • Designate the Luttrell Property as an alternative school site.

503 Page 64: Under the heading **Fire, Rescue, and Emergency Medical Services**, delete the bullet and  
504 replace with the following bullet:  
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- 506 • [Locate a new fire, rescue, and emergency medical services (EMS) station on the excess right-of-  
507 way for the Montrose Parkway owned by the SHA.]  
508  
509 • Locate a new fire and rescue and emergency medical services facility (EMS) on the State  
510 Highway Administration right-of-way east of Rockville Pike and south of Randolph Road.

511 Page 64: Under the Heading **Public Safety**, revise bullet as follows:

- Locate a new police substation [with other public uses,] with the new Fire and Emergency Services Facility on [excess] the SHA property in the [Mid-Pike Plaza] Maple Avenue District.

Page 65: Under the heading **Satellite Regional Services Center**, revise the second sentence as follows:

The services center should include space to house the public entities that will manage redevelopment in White Flint (see page 57, bullet 5 in the Staging Plan) [,] and a community meeting room[, and a transit store].

Page 65: Revise the first bullet on the page as follows:

- [Locate] Co-locate a satellite services center and library in the Metro East[,] or Metro West [, or Mid-Pike] Districts.

Page 65: Revise the paragraph under the heading **Libraries** as follows:

The Montgomery County Department of Public Libraries has recommended that a new [express] library should be located within the Plan area. The new library will be smaller than a traditional library and may be integrated with residential or non-residential development. It will be designed to serve existing and future residents and employees who can walk to the library from adjacent residential development or from Metro and public transportation. The library should be co-located with the Satellite Regional Services Center and sized to provide sufficient services to the community.

Page 65: Revise the second bullet on the page as follows:

- [Locate] Co-locate a new [express] library in the Metro East or [Mid-Pike Plaza Districts] Metro West Districts close to the high-density urban core.

Page 65: After the section on Libraries, add a new section on recreation as follows:

#### Recreation Center

The Montgomery County Department of Recreation has recommended that a recreation center will be needed to serve the existing and future residents of the White Flint Sector Plan. There may be cost efficiencies in co-locating the recreation center on the Wall Park site in conjunction with expansion of the Aquatic Center and proposed new recreational facilities. See page 62.

- The Aquatic Center at Wall Park may be the appropriate location to provide recreational facilities as needed to complement and expand existing recreational facilities. Alternatively, the community recreation center could be located in the Metro East or Metro West Districts.

Pages 66 and 67: Revise the Proposed Land Use and Zoning Maps to reflect Council changes to the Sector Plan.

Page 67: Delete the second sentence in the third paragraph:

[There are nine discrete CR Zones proposed (Table 6).]

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Page 68: Delete Table 6: Proposed CR Zones

Page 68: After the last bullet under the heading **Priority Projects Eligible for Amenity Fund Support** add the following:

- Recreation Center
- Library
- Satellite Regional Services Center

Pages 70-74: Amend the staging section of the Sector Plan beginning with the second paragraph as follows:

Before any additional development can be approved, the following actions must be taken.

- Approval and adoption of the Sector Plan.
- Approval of sectional map amendment.
- Amend the Growth Policy to expand the White Flint Metro Station Policy Area (MSPA) to encompass the Sector Plan boundary, and to exempt development within White Flint from the Policy Area Transportation Review (PATR) test. The traffic from existing and approved development in the White Flint MSPA would still be counted in the PATR of all other Policy Areas, including North Bethesda.
- [Council resolution to expand the Metro Station Policy Area to encompass the entire Sector Plan boundary, which:
  - Requires workforce housing
  - proposes legislative changes to allow impact fees to be captured in a Metro Station Policy Area
  - reduces Transportation Impact Tax
  - allows Critical Lane Volume (CLV) Standard to increase to 1,800.]
- Establish the Sector Plan area as a State of Maryland Bicycle Pedestrian Priority Area.
- Create public entities or financing mechanisms necessary to implement the Sector Plan within [12] 6 months of adopting the sectional map amendment. [These include, as appropriate, the following:
  - parking management authority
  - urban service district
  - redevelopment office or similar entity
  - tax increment financing district
  - special assessment district.]
- Develop a transportation approval mechanism and monitoring program within 12 months of adopting the sectional map amendment.
  - Planning Board must develop biennial monitoring program for the White Flint Sector Plan area. This program will include a periodic assessment [on] of development approvals, traffic

issues (including intersection impacts), public facilities and amenities, the status of new facilities, and the Capital Improvements Program (CIP) and [Annual] Growth Policy [(AGP)] as they relate to White Flint. The program should conduct a regular assessment of the staging plan and determine if any modifications are necessary. The biennial monitoring report must be submitted to the Council and Executive prior to the development of the biennial CIP.

- The Planning Board must establish an advisory committee of property owners, residents and interested groups, with representation from the Executive Branch, that [support] are stakeholders in the redevelopment of the Plan area, to evaluate the assumptions made regarding congestion levels, transit use, and parking. The committee's responsibilities should include monitoring the Plan recommendations, identifying new projects for the Amenity Fund, monitoring the CIP and [AGP] Growth Policy, and recommending action by the Planning Board and County Council to address issues that may arise.
- Any development approvals that proceed before the [public entities are in place] amendments to the Growth Policy have been adopted are subject to existing regulatory review requirements, including LATR and PAMR.
- Initiate development of plans for through-traffic access restrictions for the residential neighborhoods abutting the Sector Plan area, including traffic from future development in White Flint, and implement these plans if sufficient neighborhood consensus is attained.

## Phasing

Development may occur anywhere within the Plan area[.]; however, all projects will be required to fund or, at a minimum, defray total transportation infrastructure costs. The phases of the staging plan are set at 30 percent, 30 percent, and 40 percent respectively of the 17.6 million square feet of new development. This Plan recommends that affordable housing units provided under the CR Zone incentives (and are in addition to those required by Chapter 25A) may be excluded from the staging capacity. Residential development must pass the School Adequacy Test in the Growth Policy. This test is assessed annually.

### *Phase 1: 3,000 dwelling units and 2.0 million square feet non-residential development*

During Phase 1, the Planning Board may approve both residential and non\_residential development until either of the limits above is reached. Work-around road projects west of Rockville Pike, including the streets for the civic core, should be contracted for construction during Phase 1 and completed before commencement of Phase 2.

The following prerequisites must be met during Phase 1 before [to] moving to Phase 2.

- Contract for the construction of the realignment of Executive Boulevard and Old Georgetown Road.
- Contract for construction of Market Street (B-10) in the Conference Center block.
- Fund streetscape improvements, sidewalk improvements, and bikeways for [all streets] substantially all of the street frontage within one quarter-mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.

- Fund and complete the design study for Rockville Pike to be coordinated with SHA, MCDOT, and M-NCPPC.
- [Establish a bus circulator system linked to surrounding office districts and residential neighborhoods.]
- [Establish an inventory of long-term parking spaces to set requirements for Phase 1 and Phase 2 parking caps that provide a progressive achievement of the end-state limitation of 0.61 long-term parking spaces per employee in the Plan area.] (*Councilmember Elrich did not support deleting this.*)
- [Limit long-term parking spaces to capacity established in the Annual Growth Policy.]
- Achieve [30] 34 percent non-auto driver mode share for the Plan area.
- The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan's housing goals.

*Phase 2: 3,000[,] dwelling units and 2.0 million square feet non-residential development*

Before development beyond the limits set in Phase 1 can be approved, the Planning Board must determine that all the Phase 1 public projects have been completed. The amount of development that could be approved in Phase 2 is set at approximately one-third of the planned development. During Phase 2, the Planning Board may approve both residential and non-residential development until either of the limits above is reached.

The following prerequisites must be completed during Phase 2 before proceeding to Phase 3.

- Construct streetscape improvements, sidewalk improvements, and bikeways for [all streets] substantially all of the street frontage within one quarter-mile of the Metro station: Old Georgetown Road, Marinelli Road, and Nicholson Lane.
- Complete realignment of Executive Boulevard and Old Georgetown Road.
- Construct the portion of Market Street as needed for road capacity.
- Fund the second entrance to the White Flint Metro Station.
- [Construct Nebel Street Extended between Nicholson Lane and Rockville Pike as needed for road capacity.]
- Explore the potential for expediting portions of Rockville Pike where sufficient right-of-way exists or has been dedicated. It should be constructed once the "work-around" roads are open to traffic.
- [Conduct a North Bethesda residential areas circulation study.]
- Increase non-auto driver mode share to [35] 42 percent.



- [Limit long-term parking spaces to capacity established in the Annual Growth Policy.]
- The Planning Board should assess whether the build out of the Sector Plan is achieving the Plan's housing goals.
- The Planning Board must develop a plan to determine how to bring the mode share to 51 percent NADMS for residents and 50 percent NADMS for employees during Phase 3.

*Phase 3: 3,800 dwelling units and 1.9 million square feet non-residential development*

Before development beyond the limits set in Phase 2 can be approved, the Planning Board must determine that all the Phase 2 public and private projects have been completed. In Phase 3, the remaining transportation capacity could be committed. At the end of Phase 3, the development should total 14,500 units (17.4 million square feet) and 12.9 million non-residential square feet. This is a 58/42 percent residential/ non-residential mix and close to the desired 60/40 percent residential/non-residential mix.

- Complete all streetscape improvements, sidewalk improvements, and bikeways outside one quarter-mile from the Metro.
- Reconstruct any remaining portion of Rockville Pike not constructed during prior phases.
- [Fund MARC station.]
- [Increase non-auto driver mode share to 39 percent.]
- Achieve the ultimate mode share goals of 51 percent NADMS for residents and 50 percent NADMS for employees.
- [Limit long-term parking spaces to 0.61 per employee.]

**[Phase 4: Raising the Transportation Cap]**

The Plan recommends a level of development and a mix of uses that can be accommodated by the road network and transit facilities. The proposed road infrastructure supports the proposed development and it is important to note that there are no additional roads within the Plan boundaries that would further improve vehicular mobility.

There is growing evidence from other parts of the country that urban scale, transit-served development does not always result in higher traffic congestion. Detailed monitoring of traffic conditions over time will indicate if transit use results in fewer than anticipated vehicle trips. If that is the case, the transportation cap of 9,800 dwelling units and 5.9 million square feet of development should be reexamined. The CR Zone as applied in the Plan allows a greater zoning capacity than can be served by the proposed mobility infrastructure. This was done so that if assumptions regarding the transportation cap proved conservative, the County Council would not have to revisit the zoning envelope to allow more development and could confine their review to the transportation issue. The proposed monitoring program should include provisions for alternative transportation analyses, such as a cordon line cap, to evaluate how much additional density could be supported.]

Page 74: Revise Table 7 to conform to the changes on pages 70-73.

Page 76: In the Financing section, revise the second sentence as follows:

The infrastructure necessary to advance phases of the staging plan should be financed through general fund revenues appropriated in the regular CIP process, as well as through [the creation of a tax increment financing district and a special assessment district] mechanisms that would generate significant revenues from properties and developments within the Sector Plan area.

Page 76: Under **Financing**, delete the first and fifth bullets as follows:

- [Leverage the substantial tax increment generated by redevelopment in the Plan area.]
- Be sensitive to the limits of the private sector's capacity to fund public infrastructure in light of the requirements to provide public benefits and amenities.
- Provide maximum certainty regarding the timing and extent of public sector investments.
- Expand the Metro Station Policy Area boundary to be coterminous with the Plan boundary.
- [To the extent possible, capture impact taxes or similar excise taxes paid by development in the district and spend those revenues within the Plan boundary.]

#### General

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Planning Board Draft (July 2009). The text and graphics are to be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. The existing and proposed zoning figure should be separated into two figures with a key for each.

This is a correct copy of Council action.

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Linda Lauer, Clerk of the Council